

2.0 PROJECT DESCRIPTION AND MAJOR PROJECT FEATURES

2.1 INTRODUCTION TO PROJECT ALIGNMENT ALTERNATIVES

The following build alternatives for the proposed six-lane Route 905 facility were considered in the DEIS/DEIR:

- Freeway-North Alignment Alternative,
- Freeway-Central Alignment Alternative (the Preferred Alternative),
- Freeway-South Alignment Alternative,
- Tollway-North Alignment Alternative,
- Tollway-Central Alignment Alternative, and
- Tollway-South Alignment Alternative.

All of the above alternatives include with sufficient right-of-way (ROW) for a wide median (that may accommodate two additional future high-occupancy vehicle [HOV] lanes, should traffic demand justify their construction).

As can be seen above, the proposed Freeway and Tollway have North, Central, and South Alignment alternatives. When comparing the Freeway to the Tollway, the alignment alternatives are similar. For example, the Freeway-North Alignment Alternative follows exactly the same alignment as does the Tollway-North Alignment Alternative; the only difference between the two would be that the latter would have toll facilities and lack ramp meters.

The six Freeway and Tollway North, Central, and South Alignment alternatives have three distinct segments (west, middle, and east). These alternatives diverge in the Middle Segment of the proposed facility (i.e. between Caliente Avenue and Britannia Boulevard) but are identical in their West and East segments.

The North Alignment alternatives were designed to minimize impacts to sensitive Diegan coastal sage scrub and MSCP lands. The Central Alignment alternatives were designed to minimize impacts to another sensitive habitat: vernal pools and their associated watersheds. The South Alignment alternatives correspond closely with the "adopted route" identified for the Route 905 corridor in regional and local planning documents. This alignment has been incorporated into the design of existing, proposed, and approved developments on Otay Mesa.

The six alternative designs vary with respect to project features, such as intersections, interchanges, and right-of-way (ROW) requirements. The Tollway alternative was considered in order to take advantage of the potential for using toll revenue as a funding option.

In addition to the six alternatives listed above, the following interchange option is under consideration:

- The Heritage Road Interchange need is based on the circulation element of the City of San Diego General Plan which shows a street network on the southern portion of the mesa. Should the local streets not receive all the necessary future approvals, the interchange may not be needed or constructed.

Finally, as required by NEPA and CEQA, the No Project Alternative (i.e., no Route 905 construction project) is addressed.

The Siempre Viva Interchange project, with limits from Airway Road to the Otay Mesa Port-of-Entry (POE), was processed as a separate project. The Siempre Viva interchange, previously identified as an element of the Route 905 project, was considered and evaluated as a stand-alone project with independent utility and was pursued under a separate environmental process; a Categorical Exclusion (NEPA) was approved on May 10, 2002. This project creates a grade-separated highway interchange to address localized congestion at the intersection of Siempre Viva Road and Interim Route 905. The Route 905 project will nevertheless require work in and around the Siempre Viva interchange and south to the POE to address continuity for international traffic and incorporation of the Siempre Viva interchange into the new Route 905 facility. Work will include revised pavement delineation on the Route 905 main lanes and ramps, new area signs from Airway Road to the POE, and ramp meter installation on the northbound entrance ramp from Siempre Viva Road to Route 905. Therefore, the limits of the Route 905 project (I-805 to the POE) remain the same even though Siempre Viva interchange was processed as a separate project.

The proposed Route 905 project will require new ROW. Figures 2-1 through 2-3 show the alignment alternatives with generalized project features and proposed ROW lines; these figures provide a general overview of the alignment alternatives on an aerial photo of Otay Mesa. Detailed project features maps are provided in Appendix I. Figures 2-4 through 2-12 show typical roadway cross-sections and highway profiles for the alignment alternatives.

A Study Corridor was identified for the proposed Route 905 project. This corridor extended between I-805 and the POE, and was approximately 10 kilometers (6.2 miles) long and varied in width from approximately 60 to 430 meters (200 to 1,410 feet).

2.2 PROJECT DESCRIPTION AND FEATURES

The proposed project will construct Route 905 from I-805 to the POE, a distance of approximately 10 kilometers (6.2 miles). Each of the proposed alternatives will include six travel lanes (three in each direction) and each will have a wide median for possible, future HOV lanes. Depending on the alignment alternative, the ROW required to construct the project varies between approximately 124 to 127 hectares (306 to 314 acres) while grading will involve between 2.4 to 2.7 million cubic meters (3.1 to 3.5 million cubic yards) of excavation cut, and the same amount of fill. The project boundaries will be fenced along the north and south ROW lines of the selected alignment. Local interchanges will be provided at Caliente Avenue, Heritage Road, Britannia Boulevard, and La Media Road. A freeway to freeway interchange will be provided at Route 125 (the Route 905/Route 125 Interchange). Figure I index sheets 1 of

2 and 2 of 2 are key maps for the project features map sheets (Figure I, sheets 1 of 25 through 25 of 25 inclusive).

2.2.1 Preferred Alternative: Freeway - Central Alignment Alternative

Unique characteristics of the Preferred Alternative are:

- The ROW necessary to construct is approximately 127 hectares (314 acres).
- The Middle Segment of the Preferred Alternative will be constructed over a length of approximately 5.2 kilometers (3.2 miles). Construction will include approximately 2,000 linear meters (6,560 linear feet) of fill slope. These slopes will have maximum heights no greater than approximately 20 meters (66 feet). Approximately 2,900 linear meters (9,510 linear feet) of cut slope will be required, with maximum heights of 10 meters (33 feet).
- Two parallel bridge structures will be constructed at the Route 905 crossing of Spring Canyon, approximately 650 meters (2,100 feet) west of Heritage Road. The WB bridge will be 77 meters (253 feet) long, 18 meters (59 feet) wide, and 1.5 meters (5 feet) deep. The EB bridge will be 55 meters (180 feet) long, 18 meters (59 feet) wide, and 1.3 meters (4 feet) deep. The WB and EB bridges will be centrally supported by columns set outside of the canyon flow line. The minimum clearance from the canyon bottom to the bottom of the bridges will be 8.3 meters (27 feet).
- The possible future Heritage Road interchange would incorporate loop ramps for the EB exit ramp and for the WB entrance ramp. All access would be from the east side of Heritage Road to minimize impacts to Spring Canyon.

2.2.2 Freeway and Tollway - West Segment: North, Central, and South Alignment Alternatives

Starting at the Route 905/I-805 Interchange, the West Segment extends east a distance of approximately 0.9 kilometers (0.6 miles). The West Segment also includes a 1.7 kilometer (1.1 mile) portion of northbound (NB) I-805, up to the I-805/Palm Avenue Interchange. The West Segment is the same for all the alternatives and it includes the following design elements:

- Immediately east of I-805, Route 905 will have a total of four lanes in each direction to accommodate merging I-805 traffic. The southbound (SB) I-805 to eastbound (EB) Route 905 connector will remain two lanes. Route 905 will transition to three lanes in each direction west of the Caliente Avenue Interchange.
- A 730 meter (2,400 foot) long auxiliary lane will be constructed along NB I-805 between Palm Avenue and the westbound (WB) Route 905 to NB I-805 connector. This feature will accommodate merging traffic from WB Route 905.
- The WB Route 905 to NB I-805 direct connector will be modified to provide a 2-lane exit from Route 905 and a 2-lane entrance to I-805.
- An auxiliary lane for WB Route 905 from Caliente Avenue to I-805.

2.2.3 Freeway and Tollway - Middle Segment: North, Central, and South Alignment Alternatives

The Middle Segment will incorporate either the North Alignment Alternative, the Central Alignment Alternative, or the South Alignment Alternative. The Middle Segment extends east from the eastern terminus of the West Segment to a point approximately 300 meters (1,070 feet) east of Britannia Boulevard.

Elements common to all six of the alignment alternatives are as follows:

- Diamond-type interchanges will be constructed at Caliente Avenue and Britannia Boulevard. Caliente Avenue and Britannia Boulevard will cross over the Route 905 facility.
- Heritage Road will be constructed in the near term as an undercrossing; the city street will cross under Route 905. Heritage Road will be lowered in the proposed interchange area to accommodate the Route 905 alignment.
- Access from Otay Mesa Road (OMR) to Route 905 will be terminated at a cul-de-sac approximately 350 meters (1,150 feet) west of its intersection with Caliente Avenue. Old Otay Mesa Road will be removed between Airway Road and OMR in accordance with past freeway agreements between the City of San Diego and the Department. Access will be provided by the Caliente Avenue interchange. The project will not preclude the installation of a future overcrossing at Old Otay Mesa Road by others.
- A Park-and-Ride lot, with provisions for public bus service, is proposed in the northeast quadrant of the Caliente Avenue interchange and will provide approximately 210 parking spaces in a 0.9 hectare (2.2 acre) lot. This location will conform to long-range transit plans.
- South of OMR, Route 905 will sever Cactus Road. North of Route 905, Cactus Road will end in a cul-de-sac. On the south side of Route 905, a two-lane frontage road will provide access by connecting Gateway Park Drive to Cactus Road. The severance of Cactus Road will be in accordance with past freeway agreements between the City of San Diego and the Department. The cost of a frontage road is substantially less than for an overcrossing, however, the project will not preclude the installation of a future overcrossing at Cactus Road by others.
- Gas utilities will be relocated within the project footprint; details are provided in Section 2.2.4, Other Features and Strategies.

2.2.4 Freeway and Tollway - East Segment: North, Central, and South Alignment Alternatives

The East Segment is identical for all six of the alternatives. From the eastern terminus of the Middle Segment, it will extend approximately 4.1 kilometers (2.5 miles) east and south to the POE.

Major design elements are as follows:

- Approximately 2,070 linear meters (6,790 linear feet) of cut slope will extend to maximum heights of approximately 20 meters (65 feet) and 5,070 linear meters (16,630 linear feet) of fill slope will be required. The largest fill slope will be approximately 1,800 meters (5,900 feet) long and up to 18 meters (59 feet) high near the Route 905/Route 125 interchange.
- A two quadrant clover leaf interchange will be built at La Media Road.
- Between the west end of Interim SR-905 and Sanyo Road, OMR will be widened to four lanes plus the width required for left turn lanes and realigned to the ultimate alignment. The unfinished portion of Sanyo Avenue will be widened from two to four lanes, for approximately 580 meters (1,900 feet), between OMR and Airway Road.
- A local connector ramp will extend approximately 1.8 kilometers (1.1 miles) east from the Route 905/Route 125 Interchange to the existing Enrico Fermi Drive (see Figure 2-3 and Figure I, sheets 9 and 10 of 25). To minimize impacts to existing adjacent industrial uses, retaining walls up to 6.5 meters (21 feet) high are planned adjacent to this road, extending from Sanyo Road easterly for approximately 400 meters (1,300 feet). Grading for the proposed local connector ramp will also include an adjacent material site area just west of the intersection with proposed Enrico Fermi Drive. Each side of the access road will be inclined at a slope of 1:6 (1 vertical unit of distance to 6 horizontal units of distance) and contour graded to blend with the existing terrain. This will generate sufficient fill material to balance the earthwork for the alignment alternatives. A temporary construction easement will allow excavation of the area outside the ROW. A ramp is also proposed for WB traffic on the local access ramp to access NB Route 125.

Since the circulation of the DEIS/DEIR, the County of San Diego extended Enrico Fermi Drive north to OMR, so there is no longer a need for the Department to build Enrico Fermi Drive south to Siempre Viva Road, as was indicated in the DEIS/DEIR.

- Route 125 is scheduled for completion prior Route 905. Approved plans for Route 125 include a connection at OMR. The Route 905 project will include a multi-level Route 905/Route 125 Interchange, with connectors for SB Route 125 to WB Route 905, EB Route 905 to NB Route 125, SB Route 125 to EB Route 905, and WB 905 to NB 125. A number of bridge structures will be required for the various ramp and roadway crossings. The Route 905 construction will require removal of some facilities, including existing Interim Route 905 between Airway Road and OMR.
- Relocation of overhead electric power lines will be required along the east side of Harvest Road; further details are provided in Section 2.2.4.
- Harvest Road will remain disconnected between OMR and Airway Road. Harvest Road, south of OMR, will be accessed by a "right in/right out" intersection. Harvest Road south of Airway Road will be connected.

2.2.5 Other Features and Strategies

Future HOV Lanes

The Department and SANDAG have jointly developed a HOV express lane plan for the San Diego region, which has been incorporated into the Regional Transportation Plan (RTP). As mentioned above, the proposed Route 905 will be constructed as a mixed-flow, six-lane facility with sufficient ROW for a wide median that may accommodate two additional (future) HOV lanes. The HOV lanes would be separated from the mixed-flow lanes by a 1.2 meter (4 feet) buffer. These HOV lanes would be built as traffic demand grows and would accommodate transit modes. The Route 905 six-lane freeway will accommodate the 2025 forecast traffic. Should traffic growth increase more rapidly than expected, the HOV lanes could be constructed in the median, providing additional capacity for the corridor, once separate environmental review is completed.

This project provides space for the implementation of the HOV lanes in the future, but does not include them in the project design. The design of the future HOV lanes and their connections, at the I-805 and at the Route 125 interchanges, will be the subject of separate project planning, design, and environmental review. HOV lane connections at the freeway-to-freeway interchanges may include additional interchange structures, widening of the structures planned in this project, or a combination, but are not part of this project's design.

Ramp Metering

Ramp metering will be incorporated into each entrance ramp for the three Freeway Alignment alternatives. Ramp metering will also be incorporated into the local access ramp and WB Route 905 to NB I-805 connector.

Utility Relocations

A variety of utility lines traverse the project area, including natural gas, telephone, water, and both overhead and underground electricity. Conflicts with the proposed project have been identified and are applicable to all of the alignment alternatives. The following utilities impacted by the proposed project will be relocated, all within the project footprint (disturbance limits) as shown on Figure I (sheets 1 of 25 through 25 of 25, inclusive). None of the overhead utility relocations involve power lines that carry over 69 Kv.

Underground Utilities:

- A 250 mm (10 inch) gas line owned by San Diego Gas & Electric along Old Otay Mesa Road will be impacted. The recommended solutions are to depress the gas line along its present alignment (beneath the Route 905 facility) or relocate the gas line.
- Relocate underground telephone lines along Old Otay Mesa Road.
- Relocate underground cable TV lines and two 400 mm (16 inch) water lines at Caliente Avenue.

- Relocate a 250 mm (10 inch) gravity sewer main at Caliente Avenue. The proposed profile of Caliente Avenue will not allow a gravity sewer to flow across the Caliente overcrossing. This sewer will be relocated to a new gravity sewer line in Airway Road, proposed by the City of San Diego that will not cross Route 905 at Caliente Avenue.
- Relocate a 250 mm (10 inch) sewer force main, a 300 mm (12 inch) water line, underground electric power lines, underground telephone lines, and a 75 mm (3 inch) gas line at Heritage Road.
- Encase a 300 mm (12 inch) water line at station 153+90.
- Encase a 250 mm (10 inch) water line, a 400 mm (16 inch) sewer force main, and a 250 mm (10 inch) sewer line at Cactus Road.
- Relocate a 300 mm (12 inch) water line, a 75 mm (3 inch) gas line, underground electric power lines, and underground telephone lines at Britannia Boulevard.
- Relocate a 300 mm (12 inch) water line at station 170+00.
- Encase a 400 mm (16 inch) sewer line at station 170+00.
- Relocate a 400 mm (16 inch) water line, a 75 mm (3 inch) gas line, underground electric power lines, and underground telephone lines at La Media Road.
- Possibly relocate a 250 mm (10 inch) gas line along OMR between the intersections with interim 905 and Harvest Road.
- Possibly relocate a 100 mm (4 inch) gas line along OMR between the intersections with Harvest Road and Sanyo Road.
- There is a High Risk 750 mm (30 inch) gas line along Sanyo Road that can be avoided by using a reduced structural thickness.
- Relocate underground telephone lines and a 450 mm (18 inch) water line along Harvest Road between the intersections with OMR and Airway Road.
- Relocate a 70 mm (3 inch) gas line; underground telephone lines; and 250 mm (10 inch), 300 mm (12 inch), and 450 mm (18 inch) water lines along Airway Road and Harvest Road.
- Relocate underground electric power lines at Harvest Road station 17+30.

Overhead Utilities:

- Relocate overhead telephone lines and overhead electric power lines at Caliente Avenue.

- Relocate 12 Kv overhead electric power lines between Gateway Park Drive and Cactus Road.
- Relocate 12 Kv overhead electric power lines and overhead telephone lines at Cactus Road.
- Relocate overhead telephone lines along OMR between the intersection with interim 905 and Sanyo Road.
- Relocate 12 Kv overhead electric power lines along OMR between the intersections with interim 905 and Harvest Road.
- Relocate 12Kv overhead electric power lines along Harvest Road between the intersections with OMR and Airway Road.
- Relocate 12Kv overhead electric power lines along Airway Road, west of Harvest Road.

The features described above are included in all of the alignment alternatives. The major differences between the alternatives occur within the Middle Segment, where the alignments diverge, and these differences are described separately in Sections 2.2.6 and 2.3.

2.2.6 Identification Rationale for the Preferred Alternative

Rationale for Identifying the Tollway Alignment Alternatives as Non-Preferred Alternatives

When compared to the three Route 905 Freeway alternatives, the three Tollway alternatives impose greater environmental impacts as the toll facilities would have:

- required more ROW, and thus removed a greater amount of land that will have been available for other land uses, including approximately 0.3 ha (0.8 acres) in the Multi-Habitat Planning Area (MHPA);
- required the acquisition of more residences;
- had greater biological resource impacts;
- had an increased visual impact due to the presence of the toll facilities;
- been inconsistent with local plans (SANDAG, City, and County); and
- impacted the Mesa Business Park and the Otay Heights Business Park.

Moreover, the SANDAG 2030 Regional Transportation Plan (RTP) represents the comprehensive transportation plan for the San Diego region and it does not mention consideration of a tollway; it includes Route 905 as a six-lane freeway.

For these reasons, none of the Tollway Alignment Alternatives were identified as preferred options.

Rationale for Identification of the Freeway-Central Alignment Alternative as the Preferred Alternative

Without consideration of natural resources, the Route 905 Freeway alternatives have comparable environmental impacts. The socioeconomic and auditory impacts and the impacts to farmland and water quality are similar while the impacts to hazardous waste, air quality, cultural resources, and visual resources within the project area are essentially identical. In terms of the NEPA/404 analysis, none of these aforementioned impacts are overriding; their level of impact to the environment is equal irrespective of alternative. One must turn to the impacts on the biological and wetland resources in order to identify the alternative that clearly has the least amount of impact on the environment.

Comments Received on the DEIS/DEIR

Several agencies, including the City of San Diego, in their comments to the DEIS/DEIR, expressed their desire for the Department to identify the Freeway-Central Alignment Alternative as the Preferred Alternative. The Environmental Protection Agency (EPA) noted that they believed that the Central Alignment will be environmentally preferable because it will have fewer impacts to both vernal pools and other endangered species habitats. The U.S. Department of the Interior, Office of Environmental Policy and Compliance, noted that they supported the adoption of the Central Alignment given that it will impact the smallest acreage of vernal pools. The City of San Diego's Multiple Species Conservation Program (MSCP) staff recommended the approval of this alignment because it will have the least impact to vernal pools and other sensitive habitats. However, it must be noted that these opinions were all based upon the Department spanning Spring Canyon with a bridge. A bridge is now proposed, and the following impact discussion includes the latest design with a bridge, along with other design changes made (since the circulation of the DEIS/DEIR) to minimize impacts.

Wetlands/Waters Under the Jurisdiction of the U.S. Army Corps of Engineers (ACOE) and/or California Department of Fish and Game (CDFG)

All the alignments will result in the displacement of jurisdictional areas overseen by the ACOE and CDFG. Current calculations indicate that the magnitude of impacts will be 3.43 ha (8.49 acres) (ACOE) and 4.85 ha (11.98 acres) (CDFG) for the North Alignment Alternative, 3.10 ha (7.68 acres) (ACOE), and 4.37 ha (10.82 acres) (CDFG) for the Central Alignment Alternative, and 3.09 ha (7.66 acres) (ACOE), and 4.65 ha (11.51 acres) (CDFG) for the South Alignment Alternative for those areas regulated by the two resource agencies.

Biology

A review of the proposed alignment alternatives and of the results of the field surveys for the project yielded the following analysis:

Listed Species and Critical Habitat - Based on survey results from 2002 and 2003, it is anticipated that nine federally/state-listed species will be directly or indirectly affected by the extension of Route 905; including five plant, three invertebrate, and one avian species.

Plants - Disturbance to four listed plant species within the Otay Corporate Center South (OCCS) would result with implementation of the North Alignment Alternative. An unknown number of San Diego button celery (*Eryngium aristulatum* var. *parishii* – three locations), spreading navarretia (*Navarretia fossalis* – two locations), Otay Mesa mint (*Pogogyne nudiuscula* – three locations), and California Orcutt grass (*Orcuttia californica* – one location) would be directly and permanently removed by the roadway. The Central Alignment Alternative will have fewer overall impacts, but will contribute to the displacement of approximately 15 button-celery located in a vernal pool south of the OCCS preserve. The South Alignment Alternative, although not affecting the San Diego button-celery, would indirectly impact 5,140 Otay tarplant, 40 spreading navarretia, and 7 Otay Mesa mint due to encroachment into a vernal pool watershed (Group J-14). Nine other plant species, designated as sensitive by the resource agencies or the California Native Plant Society, will be permanently disturbed by the proposed Route 905 project, including: San Diego County needle grass (*Achnatherum diegoense*), San Diego bur-sage (*Ambrosia chenopodiifolia*), seaside calandrinia (*Calandrinia maritima*), western dichondra (*Dichondra occidentalis*), variegated dudleya (*Dudleya variegata*), cliff spurge (*Euphorbia misera*), San Diego barrel cactus (*Ferocactus viridescens*), and San Diego County sunflower (*Viguiera laciniata*). Although each alignment will impact all these species, the number of plants displaced will differ between the three designs. Moreover, the North and Central Alignment Alternatives would indirectly affect 286 and six individuals, respectively, of the little mouselink (*Myosurus minimus* ssp. *apus*), which lie beyond the footprint of the South Alignment.

Invertebrates - Both the Riverside fairy shrimp (*Streptocephalus woottoni*) and the San Diego fairy shrimp (*Branchinecta sandiegonensis*) will be affected, to varying degrees, by the three alignment alternatives. For the North Alignment Alternative, impacts would be largely occurring within the OCCS preserve and generate the greatest overall disturbance. As estimated, a total of seven complexes supporting the Riverside fairy shrimp and nine pools containing the San Diego fairy shrimp would be directly displaced by this roadway design. Project activities, associated with both the Central and South Alignment Alternatives, would be less in magnitude than the North alignment, but would still cause removal of one Riverside and four San Diego fairy shrimp populations. All three alignments will indirectly affect one vernal pool occupied by the San Diego fairy shrimp through partial removal of the pool's associated watershed. Additionally, the South alignment would indirectly disturb Riverside fairy shrimp within vernal pool 63, and populations of both species within pool 72.

In 2001, a female Quino checkerspot butterfly (*Euphydryas editha quino*) was anecdotally observed within the OCCS preserve. During that year, appropriate host plants and nectar sources existed along the rims of Spring Canyon. Given the location of the sighting, the North Alignment Alternative would cause a direct impact upon the species. However, as all three alignments will disturb habitat capable of supporting the Quino checkerspot butterfly (e.g., Diegan coastal sage scrub, maritime succulent scrub), each alignment alternative will have some effect upon the species.

Birds - Implementation of the North, Central, or South Alignment alternatives will result in indirect impacts to a pair of coastal California gnatcatchers (*Poliophtila californica californica*) found within the West Segment of the project footprints. Other gnatcatchers, documented in the sage scrub extending between Old OMR and Heritage Road, could be affected by loss of breeding/foraging habitat or proximity to the planned construction and future roadway. Overall, the Central Alignment Alternative could indirectly disturb another gnatcatcher pair, the South

Alignment Alternative could affect up to four additional gnatcatchers (one pair directly, one pair indirectly), and the North Alignment Alternative would have no other impacts upon the species.

Critical Habitat - Critical habitat for the San Diego fairy shrimp, Riverside fairy shrimp, and Quino checkerspot butterfly exists in proximity to the project site, but none is located within the footprint of the three proposed alignments. Overall, no direct/indirect destruction or adverse modification of designated critical habitat will be anticipated with implementation of the proposed project.

Sensitive Vegetation Communities - In addition to the jurisdictional habitat types, four other sensitive vegetation communities (i.e., vernal pools, maritime succulent scrub, coastal sage scrub, and nonnative grasslands) occur within the boundaries of the proposed alignments. Generally, impacts to maritime succulent scrub would be greatest for the North Alignment Alternative (1.9 hectares [4.6 acres]), with the roadway also generating the most disturbance to vernal pools (0.15 hectares [0.37 acres]). The Central Alignment Alternative will displace the least amount of vernal pools (0.05 hectares [0.14 acres]) and maritime succulent scrub (1.3 hectares [3.2 acres]), but have the largest impact to nonnative grasslands (54.2 hectares [134.1 acres]). In comparison, construction of the South Alignment Alternative would result in impacts to coastal sage scrub (7.6 hectares [18.7 acres]), which exceed that of either the North or Central Alignment alternatives, and affect the vernal pool complex (Group J-14) supporting the only natural occurrence of Otay Mesa mint along the western mesa. Besides the sensitive vegetation communities, a unique soil series (i.e., Linne clay soils) supporting desert-dwelling plants exists within the proposed project area. As estimated, a total of 3.6 hectares [8.8 acres] will be displaced by each of the alternatives within the West Segment (which is common to all alignment alternatives) of the roadway footprint.

MHPA and the OCCS Preserve - The MHPA delineates areas with biological resources and wildlife corridors that have been deemed critical for purposes of long-term conservation. Overall, each of the three alignment alternatives will cause permanent loss of MHPA lands, but the South Alignment Alternative would disturb the most acreage (13.3 hectares [32.9 acres]) and the North Alignment Alternative would have the least impact on the conservation area (6.2 hectares [15.2 acres]). With respect to the OCCS preserve, only the North Alignment Alternative would contribute to the disturbance of the site, which supports a number of vernal pool complexes and several listed species including, the San Diego fairy shrimp, Riverside fairy shrimp, San Diego button-celery, spreading navarretia, California Orcutt grass, and Otay Mesa mint.

Collectively, the data will indicate that all three alignment alternatives impact sensitive resources, to some extent. However, the North Alignment Alternative generates comparatively higher levels of disturbance to ACOE/CDFG jurisdictional areas, vernal/road pools, and the OCCS preserve (with its associated listed species) than either the Central or South Alignment alternatives. In contrast, the South Alignment Alternative would affect a unique vernal pool complex (Group J-14) supporting the Otay tarplant, spreading navarretia, Otay Mesa mint, and little mouseltail, result in the largest loss of coastal sage scrub and MHPA lands, and potentially affect the greatest number of gnatcatchers relative to the other alternatives. Lastly, the Central Alignment Alternative will contribute most to the displacement of nonnative grasslands, but will completely avoid the OCCS preserve and the Group J-14 pool; the two most sensitive landscape features within the project area.

Consequently, the results demonstrate that in a comparison between the three alignment alternatives, the Central Alignment Alternative will have the least impacts on listed/sensitive biological resources and, as such, will be the biologically preferred alternative for the proposed project.

Design Considerations

The Department's Route 905 Design Team supports the identification of the Freeway-Central Alignment Alternative as the Preferred Alternative because it meets the minimum design requirements and it fulfills the project's purpose and need.

Conclusion

Based upon the rationale outlined above, on September 22, 2003, the California Department of Transportation (District 11) Route 905 Project Team identified the Freeway-Central Alignment Alternative as the Route 905 Preferred Alternative and, for the purposes of the Clean Water Act Section 404, the LEDPA. The FHWA concurred with this conclusion on April 23, 2004.

2.3 OTHER ALTERNATIVES EVALUATED

The following alternatives were evaluated in the DEIS/DEIR and none of them were identified as the Preferred Alternative.

2.3.1 Freeway - North Alignment Alternative

Unique characteristics of the North Alignment Alternative include:

- The ROW required to construct the entire Route 905 Freeway - North Alignment Alternative would be approximately 124 hectares (306 acres).
- The Middle Segment of the North Alignment Alternative would be approximately 4.9 kilometers (3.1 miles) long. This construction would include approximately 2,000 linear meters (6,560 linear feet) of fill slopes, with heights of up to 11 meters (36 feet). Approximately 2,900 linear meters (9,510 linear feet) of cut slope would be required, with maximum heights of 8 meters (26 feet).
- Two parallel bridge structures would be constructed at the Route 905 crossing of Spring Canyon approximately 650 meters (2,100 feet) west of Heritage Road. The WB bridge would be 77 meters (253 feet) long, 19 meters (62 feet) wide, and 1.5 meters (5 feet) deep. The EB bridge would be 55 meters (180 feet) long, 19 meters (62 feet) wide, and 2.5 meters (8 feet) deep. The WB and EB bridges would be centrally supported by columns set outside of the canyon flow line. The minimum clearance from the canyon bottom to the bottom of the bridges would be 8.3 meters (27 feet).
- The possible future Heritage Road interchange would be a diamond type interchange.

2.3.2 Freeway - South Alignment Alternative

Unique characteristics of the South Alignment Alternative are:

- The ROW required to construct the South Alignment Alternative would be approximately 125 hectares (309 acres).
- The Middle Segment of the South Alignment Alternative would be constructed over a length of approximately 4.9 kilometers (3.1 miles). Construction would include approximately 2,400 linear meters (7,870 linear feet) of fill slope extending to maximum heights of approximately 8 meters (26 feet). Approximately 2,500 linear meters (8,200 linear feet) of cut slope would be required, with maximum heights of 9 meters (30 feet).
- Approximately 210 meters (690 feet) west of Heritage Road, a 158 meter (518 foot) long bridge structure would be constructed over the MSCP Corridor that passes through Spring Canyon (Figure I, sheet 17 of 25).
- The possible future Heritage Road interchange would incorporate loop ramps for the EB exit ramp and for the WB entrance ramp. All access would be from the east side of Heritage Road so as to minimize impacts to Spring Canyon.

2.3.3 Tollway - North, Central, and South Alignment Alternatives

The Tollway Alignment alternatives were studied because they provide an alternate way to fund the facility. The Tollway funding assumes that bond purchasers would be repaid over the life of the facility by toll fees. Except for the addition of toll facilities, physically, the Tollway alignment alternatives are identical to the Freeway alignment alternatives described above.

Figure I, sheet 2 of 2, is a key map for the Tollway project features map sheets.

Unique features associated with the Tollway alignment alternatives include the following:

- A number of toll facilities would be constructed along the Route 905 segment between the Heritage Road and Britannia Boulevard interchanges. These would include tollbooths along the EB off-ramp and WB on-ramp at Heritage Road, and the EB on-ramp and WB off-ramp at Britannia Boulevard. A 1.9-hectare (4.7-acre) area, to accommodate a parking lot and utility structure, would be located along the south side of Route 905 approximately mid-way between Heritage Road and Cactus Road. Two toll plazas would be incorporated, between the Heritage Road and Britannia Boulevard interchanges, as well as a 2.4-hectare (5.9-acre) site for the toll administration building and parking, located on the north side of Route 905 approximately 200 meters (650 feet) east of Cactus Road.
- Toll facilities would be constructed along the four-lane local access ramp from the Route 905/Route 125 Interchange to Enrico Fermi Drive. These would include two tollbooths and two parking lots for toll operators located along the EB and WB lanes, approximately 1,300 meters (4,270 feet) east of the Route 905/Route 125 Interchange.

2.3.4 No Build Alternative

Under the No Build Alternative, proposed Route 905 would not be constructed and the existing Route 905/OMR/Interim Route 905 would continue to serve as the sole access between I-805 and the POE. None of the above-described alternative facilities would be constructed, and the noted modification, or removal, of existing or proposed facilities would not occur.

2.4 ALTERNATIVES AND VARIATIONS WITHDRAWN FROM CONSIDERATION BEFORE CIRCULATION OF THE DEIS/DEIR

2.4.1 Expressway Staging Option

The Expressway Staging Option (ESO) was presented in the DEIS/DEIR for informational purposes only. The ESO was developed to evaluate the minimum facility (cost constrained) that could be constructed to mitigate the congestion on OMR and provide a second arterial between I-805 and the POE. It was initially meant to be a full alternative to the Route 905 Freeway. However, upon review of the Transportation Technical Report and traffic forecasts, it became evident that the ESO could only serve as an interim improvement – an initial phase of the ultimate facility. The expressway would have improved conditions on Otay Mesa, but only for approximately three years after the facility opened. Because of this, the ESO included the ROW necessary for the Route 905 Freeway (i.e. sufficient ROW to accommodate six mixed-flow lanes plus ROW for two future HOV lanes). However, the ROW for the local access ramp from the Route 905/Route 125 Interchange to Enrico Fermi Drive would have not been included as part of the ESO. The ESO would have had the same design as the Route 905 Freeway west of Caliente Avenue. East of Caliente Avenue, however, the ESO would have narrowed to four lanes and would include several at-grade, signalized intersections.

The total roadway length would have been approximately 9.4 kilometers (5.9 miles), with the associated ROW varying from approximately 107 to 110 hectares (264 to 272 acres). The project boundaries would have been fenced along the north and south ROW lines of the selected alignment. Interchanges, identical to those proposed for the Freeway alignment alternatives, would have been constructed at Caliente Avenue and Heritage Road. Signalized, at-grade intersections would have been provided at Britannia Boulevard, La Media Road, Route 125, and Airway Road.

2.4.2 Transportation Systems Management (TSM)

TSM consists of actions that increase the efficiency of existing facilities. TSM encourages auto, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system. Techniques to encourage ridesharing include preferential treatment through the allowed use of bypass or high occupancy (HOV) lanes, or diverting traffic to other routes.

An examination of TSM shows it is not realistic to expect that the existing roads, or planned local roads without proposed Route 905, when combined with TSM actions would efficiently serve the traffic predicted in the corridor. TSM actions are on-going or planned by the Department and local agencies; these would continue as separate projects.

2.4.3 Mass Transit

Mass transit, as described in Section 1.5 above, would not meet the project objectives. The Metropolitan Transit Development Board (MTDB) has future plans for a light rail transit (LRT) system to operate between Otay Mesa and South Bay/Chula Vista. These plans are long range (greater than 20 years into the future). Future proposed LRT extensions include a line from Iris Avenue to Otay Mesa and the POE. After meeting with MTDB representatives, it seemed most likely that the future light rail line would pass along OMR and Interim Route 905, under any of the Route 905 build alignment alternatives. The Department has agreed to provide enough horizontal and vertical clearance under the proposed OMR and Sanyo Avenue bridge structures to accommodate the future LRT. The proposed Route 905 project profile does not preclude the potential future implementation of mass transit. MTDB is planning to implement a transit network that will initially provide bus service until development grows to support an LRT extension.

Two undercrossing bridges could potentially need to accommodate the LRT extension. The horizontal and vertical clearances to be provided at these undercrossings are as follows:

1. Sanyo Avenue undercrossing
 - Minimum Clearance – 6.7 meters (22.0 feet)
 - Superstructure Thickness – 1.7 meters (5.4 feet)
 - Total Height (at minimum clearance) - 8.3 meters (27.3 feet)
 - Total Bridge Width – 27.9 meters (91.5 feet)
2. SB Route 125 to WB Route 905 connector - Otay Mesa Road undercrossing
 - Minimum Clearance - 6.4 meters (21.0 feet)
 - Superstructure Thickness – 1.5 meters (4.9 feet)
 - Total Height (at minimum clearance) – 7.9 meters (25.9 feet)
 - Total Bridge Width – 12.8 meters (42.0 feet)

2.4.4 Transportation Demand Management

On September 3, 1988, Governor George Deukmejian signed Executive Order D-7388, which directed the formation of the Caltrans Office of Transportation Improvement to oversee the management of several nation-leading congestion relief programs. In addition, this office is responsible for coordinating the state's efforts to increase ridesharing and transit use among state employees, developing partnerships with local government and private industry to implement traffic management strategies, researching and applying new technologies to improve the free-flow of traffic, and actively promoting ridesharing throughout the urban areas of California.

Proposition 111 (June 1990) requires the preparation, implementation, and updating of a Congestion Management Program (CMP) in each of California's urbanized counties. SANDAG, as the designated Congestion Management Agency (CMA) for the San Diego region, must develop, adopt, and update the CMP. The purpose of the CMP is to help ensure a balanced transportation system is developed that relates population growth, traffic, and land use decisions to transportation system level of service performance standards and air quality improvement. It is an effort to more directly link land use, transportation, and air quality as integral and

complementary parts of the region's transportation plan and programs. In January 2003, the SANDAG Board of Directors adopted the 2002 update to the CMP for the San Diego region.

The Federal 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) required each state to develop and implement a traffic Congestion Management System (CMS) which will be incorporated into the Metropolitan Planning Process. The law which replaced ISTEA, Transportation Equity Act-21 (TEA-21), continues this process. The purpose of the CMS is to identify areas where congestion occurs or may occur, identify the causes of the congestion, evaluate strategies for managing congestion and enhancing mobility, and develop a plan for implementation of the most cost-effective strategies. The SANDAG CMP provides the foundation for the CMS.

In 1996, SANDAG approved the combined RTP and CMP update process to serve as the region's CMS process. SANDAG has indicated that since the Route 905 project is included in the 2030 RTP, the 2002 CMP Update, and the 2002 RTIP, it fully conforms to the CMS program requirements.

2.4.5 Alternatives Withdrawn from Consideration During Early Resource Analysis

Evaluations of project alignment alternatives have been ongoing since 1995, and have indicated that some alternative alignments should not be evaluated in greater detail. A comprehensive effort by the project team over a three-month period (February through April, 1995) using detailed resource constraint mapping resulted in four preliminary alternatives, which are discussed below. An alternatives analysis was conducted using the prepared land use and resource constraints maps for the Otay Mesa area. Alternatives were considered and rejected, based on impacts to the identified land uses and resources.

Alternative alignments north of Otay Mesa Road

Alternatives, which would traverse areas north of OMR, were considered and rejected because they would have severe impacts to the Brown Field airport, commercial development along OMR, and biological resources (Coastal Sage Scrub, vernal pools, and sensitive wildlife habitats within the Otay River Valley).

Alternative alignments south of the current alternatives

Alternatives to the south were also considered and rejected based on impacts to high quality wildlife habitat within Spring Canyon, MSCP lands, and higher construction costs. Subsequent to the preliminary alternatives analysis, identification of the current study corridor was finalized: alternative alignments were developed within this corridor.

Alternative alignments within the study corridor

Alternative alignments were evaluated during a May 11, 1995 meeting with representatives of the ACOE, USFWS, CDFG, and the City of San Diego. The meeting with these agencies provided early involvement and assisted in the development of the most prudent alternatives, which would minimize biological impacts. Using the detailed resource constraint maps, four alternatives were created and color-coded (brown, green, blue, and pink). These are depicted on

Figure 2-13. These alternatives were evaluated during the meeting. The meeting participants agreed that the Brown Alternative should be eliminated since it presented excessive disruption to existing development, buildings, and local streets along OMR. This alternative passed slightly north of OMR and would have been too costly and too disruptive to existing development. Any alignment, which impacted OMR, would have required realignment of OMR as a frontage road in order to allow continued access to existing businesses. The meeting participants also agreed that neither the blue nor green alternatives would be biologically preferred, and that a new hybrid alternative should be found between the two that would balance the impacts to vernal pools and to occupied coastal sage scrub. The resulting hybrid alternative (described in detail above as the Freeway - North Alignment Alternative) was developed and proposed for further detailed technical study. This new alignment alternative improved on the previous blue and green alternatives by preserving some of the smaller vernal pools and by reducing impacts to the coastal sage within Spring Canyon. The Blue Alternative was retained for further study because it presented the vernal pool avoidance alternative. The Pink Alternative was retained for further study because it was the adopted route, was an alignment alternative that the community and developers were aware of, and it resulted in a corridor that would be reserved from development.

Resource Agency Meeting Decisions on Alternatives

A pre-application meeting for a Section 404 permit was held on June 15, 1995, with the ACOE, EPA, USFWS, DFG, and the County Department of Health Services. The three alignment alternatives selected (Hybrid, Blue, and Pink) were presented and proposed for further detailed study as part of the ultimate EIS/EIR. The resource agency representatives concurred that the three alignment alternatives proposed were sufficient for the EIS/EIR and could be carried forward for further detailed study. These alignment alternatives were also renamed as the North (hybrid), Central (blue), and South (pink) alignments. No additional alternatives were suggested by the agencies.

2.5 VARIATIONS WITHDRAWN FROM CONSIDERATION AFTER CIRCULATION OF THE DEIS/DEIR

The La Media Road Partial Interchange Option would have only included access to the west of La Media Road, (i.e., an off-ramp from EB Route 905 and an on-ramp to WB Route 905). This option was being considered in the event that funding for the full interchange was not obtained. The ROW for the full interchange would have been purchased under this option. Funding for the full interchange is available.

2.6 MAJOR INVESTMENT STUDY

A Major Investment Study (MIS) was completed for this project (May, 2000). Statewide and Metropolitan Planning regulations under ISTEA became effective November 29, 1993. An important provision of the regulations addresses Major Metropolitan Transportation Investments (MMTI) in 23 CFR 450.318. All projects funded or approved by the FHWA and/or the Federal Transit Administration (FTA) are subject to the requirements of MMTI.

Guidance on implementing MMTI, known as Major Investment Strategies, provides direction specifically on how projects administered by the FHWA that have not completed the NEPA process should address the requirements. Although TEA-21 changes the requirements of ISTEA,

MMTI still applies. It was therefore decided that the MIS for Route 905 would be completed. For the Route 905 NEPA document, FHWA requested that the Department consult with transit operators, SANDAG, and FTA to identify and consider the full range of reasonable system design alternatives for the project. This consultation has occurred and the final meeting with the agencies was held on February 3, 2000. Attendees unanimously concurred that sufficient evaluation had been provided in the Route 905 MIS to document Major Investment Strategies compliance. A concurrence letter from SANDAG and MTDB, dated February 28, 2000, is included in Appendix G.

2.7 NEPA - SECTION 404 CONCURRENCE PROCESS

On December 27, 1993, the Department signed an interagency Memorandum of Understanding (MOU) committing to integrating NEPA and Section 404 of the Clean Water Act in transportation planning, programming, and implementation stages for projects requiring an individual permit under Section 404. In letters dated July 15, 1998, August 27, 1998, and July 22, 1998, the USFWS, EPA, and ACOE, respectively, concurred with the project's purpose and need and alignment alternatives under study. These letters are included in Chapter Six, Comments and Coordination, (Figures 6-3, 6-4, and 6-5).

2.7.1 Least Environmentally Damaging Practicable Alternative

Subsequent to circulation of the DEIS/DEIR, a Preferred Alternative/Least Environmentally Damaging Practicable Alternative (LEDPA) was identified through coordination with the EPA, ACOE, and USFWS consistent with the requirements of NEPA, Section 404 of the Clean Water Act, and the NEPA/404 Integration MOU. As required by Section 404(b)(1) of the Clean Water Act, the ACOE reviewed the alternatives identified in the DEIS/DEIR and the Preferred Alternative, and on April 23, 2004, the ACOE identified the Preferred Alternative as the LEDPA. Concurrence from the ACOE is included in Appendix Q, as is the conditional concurrence from EPA on the LEDPA, which was received on April 6, 2004.

2.8 CONSTRUCTION SCHEDULING AND PHASING

Establishing detailed property requirements will be the first order of work for final design following environmental approval. This will allow property acquisition to proceed while final design is progressing. Route 905 was selected as a pilot project to utilize the "Design Sequence" process outlined in Assembly Bills 405 and 2607. It is anticipated that construction will start as soon as final design is complete for one of the project "sequences." Final design will be delivered to the contractor at specified times during the life of the contract.

2.8.1 Transportation Management Plan for Use During Construction

Since this would be a new facility on a new alignment, traffic disruption would be minimized. A detailed traffic management plan will be developed, with special consideration given to locations where the new alignment will join the existing roadway. Between the I-805/Route 905 interchange and the Caliente Avenue interchange, temporary detours will be placed within the project footprint, as shown on the project features maps (Appendix I). No additional ROW or footprint will be needed. Some delays may occur for short-term traffic handling.

Existing local roads, which may experience increased traffic due to construction, include Caliente Avenue, Heritage Road, Britannia Boulevard, La Media Road, Otay Mesa Road, Sanyo Road and Paseo De Las Americas. This increased use will vary depending on specific construction operations. The addition of construction-related traffic is not expected to substantially affect congestion on these local streets.

To minimize traffic delays and inconvenience, construction will be performed in accordance with the Department's standard specifications. Delays will be mitigated by using temporary message signs and by implementation of a public awareness program. Project bulletins will be periodically given to the print media, radio stations, and Department and California Highway Patrol Public Affairs Offices. A construction outreach program will be developed to inform local residents and businesses about construction activities. All construction zones will have appropriate warning signs. Night and weekend work in residential areas will be minimized.

2.8.2 Construction Phasing

The proposed project is expected to be constructed in phases. Consideration of the construction schedule, physical layout of the project, public transportation needs, dollar amount, and other requirements influenced the phasing and construction contract limits. The detailed project phasing plan and contract limits will be determined in the design phase. Four phases are proposed, as described below:

Phase 1: This phase includes construction between I-805 and the POE. The interchanges at Caliente Avenue, Britannia Boulevard, and La Media Road will be constructed and improvements to Sanyo Avenue, Otay Mesa Road, Harvest Road, and Airway Road will be made. The Caliente Avenue and Britannia Road overcrossings; the Heritage Road, La Media Road, and Airway Road undercrossings; and the Spring Canyon bridges will all be constructed during this phase. A frontage road from Gateway Park Drive to Cactus Road will be constructed along the south side of Route 905 and a cul-de-sac will be constructed where Cactus Road terminates on the north side of Route 905. A park-and-ride lot will be constructed on the northwest quadrant of the Caliente Avenue interchange. Direct access to and from Route 905, at the west end of OMR, will be terminated in a cul-de-sac and traffic on OMR will be redirected to the Caliente Avenue interchange for access to Route 905. Lastly, as discussed in Section 2.1 above, this phase will include the work in and around the Siempre Viva interchange and south to the POE. Phase 1 is anticipated to be under construction in Fall 2005.

Otay Mesa Road (Traversable and Interim Route 905) will be relinquished to the City of San Diego when the construction of Phase 1 is completed.

Phase 2: During this phase, both the WB Route 905 to NB I-805 direct connector exit from Route 905 and the entrance to I-805 will be widened to two lanes. In addition, an auxiliary lane along NB I-805, between Route 905 and Palm Avenue, will be constructed; this will include widening the Del Sol Boulevard undercrossing. Phase 2 is anticipated to be under construction in Fall 2005.

Phase 3: The Route 905/Route 125 Freeway to Freeway interchange will be constructed during this phase. The four-lane local access ramp will be constructed from the Route 905/Route 125 interchange east to the intersection with Enrico Fermi Drive. The following structures will be built:

- SB 125 to WB 905 connection over OMR,
- SB 125 to WB 905 connection over the WB 905-La Media Road exit ramp,
- WB local access ramp from Enrico Fermi Drive over the WB 905-La Media Road exit ramp,
- WB local access ramp from Enrico Fermi Drive over the WB 905 to NB 125 and SB 125 to EB 905 direct connector ramps,
- EB local access ramp to Enrico Fermi Drive over the WB 905 to NB 125 and SB 125 to EB 905 direct connector ramps, and
- EB local access ramp to Enrico Fermi Drive over Route 905 and the WB 905-La Media Road exit ramp, and
- Sanyo Avenue UC.

Phase 3 is anticipated to be under construction in Summer 2006.

Phase 4: During this final, and future, phase, the Heritage Road interchange ramps would be constructed. Should the local streets not receive all the necessary future approvals, the interchange may not be needed or constructed. Phase 4 is anticipated to be under construction no sooner than Fall 2016.

The Heritage Road UC will be constructed in such a way as to allow future widening of the interchange ramps without remodeling the initial bridge or impacting traffic on Route 905. Any realignment of Heritage Road for the initial construction will be done to accommodate the future installation of the ramps as well.

The preliminary construction cost estimates (current, not escalated) for the proposed construction phases, including ROW, construction, and support costs, indicate the following:

- Phase 1 cost estimate - \$229.3 million
- Phase 2 cost estimate - \$11.0 million
- Phase 3 cost estimate - \$48.3 million
- Phase 4 cost estimate - \$20.1 million

Currently, the Department is working towards fully funding this project. If the costs, due to unforeseen events, were such that the project was not able to fully fund the project, the Department would likely postpone elements in order to make it financially solvent. It is important to note here that the corridor will function adequately on opening day without Phases 3 and 4 being constructed; this would allow the Department more time to locate the necessary funding.

Phase 3 will facilitate the freeway-to-freeway movement from Route 905 to SR-125, however, it is a phase that is not critical (at this point in time) and it could be postponed until adequate funding is identified.

Phase 4 will only be constructed once other parties have made other key improvements to the area, which is not expected to occur prior to 2016, and even then, may or may not occur. As above, it is a phase that is not critical (at this point in time) and it could be postponed until adequate funding is identified.

With respect to securing future funds for the Route 905 project, past funding schemes provide an idea of how things might progress for the future. The Department received between \$4.1 and \$7.5 million annually from the TEA-21 CBI program and could expect to continue receiving similar contributions in the future to help fund the projects.

The new TEA reauthorization contains \$15 million earmarked for the Route 905 project and additional funds might come from this venue as well.

The Transnet reauthorization measure has \$25 million earmarked for border projects.

There is a cost-sharing agreement in place for various project element, most of them occurring in the Phase 3 project which amounts to about 50% of project costs for the structures.

Because the project is part of the 2030 Revenue Constrained Plan, the Department will work with the region to develop funding strategies which might include bonding for a portion of the difference or having a private entity fund the initial construction (Phase 3) and reimburse at a later time.